



Commute Trip Reduction Plan

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INTRODUCTION

COMMUTE TRIP REDUCTION PLAN

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act which requires local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle trips. This Commute Trip Reduction Plan ("Plan") has been prepared in accordance with RCW 70.94.521.

The Plan is a collection of goals and policies adopted by the City, facility and service improvements and marketing strategies about how Issaquah will help make progress for reducing drive along trip and vehicle miles traveled over the next four years. Building upon the success of the existing commute trip reduction program, Issaquah strives to meet the goals of the Plan for the future by working in partnership and coordination with other agencies.

The Plan has been developed through extensive involvement by employers, transit agencies, organizations and individuals from throughout Issaquah who helped identify strategies and ways for successful achievement of the goals. This Plan helps to support the achievement of Issaquah's vision and the goals of its Comprehensive Plan.

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I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

The purpose of this section is to describe the existing and planned land use and transportation context that affects Issaquah's ability to meet its goals for reducing drive alone trips and vehicle miles traveled. The information in this section has been prepared by using Issaquah's existing Comprehensive Plan and other planning documents. Information on transit services and facilities has been prepared by Issaquah's respective transit agency.

A. Location of CTR work sites

Issaquah has nine existing CTR work sites with all but one of the sites located north of I-90. Microsoft, Siemens and SpaceLabs share a campus. The City of Issaquah and Costco World Headquarters are located on the periphery of the Pickering Place Shopping Center and Alltel and Costco CWC Travel are both located in the Lake Place Office Center. See Appendix A, Active CTR sites for the location of each work site.

Note: Microsoft may build an additional campus in Issaquah off of Highlands Drive that would qualify as a CTR Affected Site. However, because it has not been constructed and because of the uncertainty as to whether it will locate in Issaquah, it is not included in the descriptions of CTR sites.

B. CTR Work Site Existing Conditions and Issues

Microsoft/Siemens/SpaceLabs Campus

Existing Conditions

Located at the northwest intersection of East Lake Sammamish Parkway and SE 56th Street, both principle arterials. The campus is zoned Professional Office with a Commercial land use designation. The campus is adjacent to East Lake Sammamish Parkway which includes all day and peak hour transit routes and three bus shelters and one bus stop on 220th Avenue SE that runs through the campus. Two additional bus stops are located on East Lake Sammamish Parkway that abuts the campus.



The campus contains five-foot wide, concrete sidewalks that are in good condition and has good internal circulation. Additionally, the East Lake Sammamish Trail abuts the campus. The East Lake Sammamish Trail runs from the south end of Issaquah north through Redmond and ultimately connects with the Burke-Gilman Trail. A 12 foot wide shared use trail and bike lanes run along SE 56th Street on the south side of the campus. The campus is surrounded on the north and west sides by Lake Sammamish State Park which contains additional trails.

Each site within the campus has ample, free surface and garage parking to support its employees and visitors.

Microsoft also runs a shuttle between its various eastside campuses.

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Proposed Land Use and Transportation Changes

Aside from intersection improvements at East Lake Sammamish Parkway and SE 56th Street in summer 2007, only one transportation improvement is planned for this area. Bicycle lanes along East Lake Sammamish Parkway are included as long term (7-20 years) nonmotorized improvements in the Transportation Element.

Because this area is included in the Central Issaquah Plan boundary, it is possible that land use changes and additional transportation changes could be proposed, however, none are planned at this time.

Costco CWC Travel and Alltel ***Existing Conditions***



Costco CWC Travel and Alltel are located in Lake Place Office Complexes I and II located on NW Sammamish Parkway just west of SR900 and north of I-90. Both sites are zoned Professional Office with a Commercial land use designation.

All day transit routes run along NW Sammamish Parkway and peak hour routes can be accessed along SR 900, less than ¼ from Costco CWC Travel

and Alltel.

Directly across the street from the Lake Sammamish State Park, the sites have access to many public trails and a public sidewalk runs from the west end of the property line to SR900.

Adequate, free parking is located at both sites.

Proposed Land Use and Transportation Changes

No transit or roadway improvements are planned for this area within the 20-year planning period. Bicycle lanes along the SW Sammamish Parkway corridor are included in the Transportation Element as a short term project (0-3 years); however, this is not included in the approved 2008-2013 Transportation Improvement Program. Sidewalks are included in the annual Sidewalk Improvement Fund. Sidewalk projects are selected annually by the City Council and based on certain criteria adopted in the Comprehensive Plan. The criteria include:

- High Accident Area;
- Access for Senior Citizen Groups or Disabled;
- Completes Missing Links, Connects to Shared Use Trail or Parks;

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- Roadway Classification/Hierarchy;
- Adjacent to or Access to Transit/School Stops;
- Non-Conformance Width of Existing Sidewalk

Because this area is included in the Central Issaquah Plan boundary, it is possible that land use changes and additional transportation changes could be proposed, however, none are planned at this time.

City of Issaquah and Costco World Headquarters

Existing Conditions

The City of Issaquah City Hall Northwest Building is located on 12th Avenue NW across from the northwest entrance to the Pickering Place Shopping Center.

Costco World Headquarters is located on the southeast side of the Pickering Place Shopping Center. The City of Issaquah property is zoned



Community Facilities-Facilities with a Community Facilities land use designation, but its development is dictated by the Professional Office development regulations. The Costco World Headquarters is zoned Retail and has a Commercial land use designation. Both sites are within walking distance of the shops, services and restaurants in the Pickering Place Shopping Center.

Pickering Place is served by a combination of collector and local streets that feed into the principle arterials SE 56th Street and SR900. All day and peak hour transit routes run through and around Pickering Place. Both sites are within walking distance of the future Transit Center.

Sidewalks in the Pickering Place area are present, but in most cases, are limited to one side of the road. The East Lake Sammamish Trail is accessible on the east side of Pickering Place.

Free surface parking is readily available at the City and Costco. Costco also provides a shuttle between its many buildings and is in the process of getting permits to construct a new parking garage.

Proposed Land Use and Transportation Changes

Improvements to the SR900/12th Avenue/SE 56th Intersection are proposed in the 20-Year Capacity Roadway Projects Plan as well as the 2008-2013 Transportation Improvement

I. ASSESSMENT OF THE LAND USE AND TRANSPORTATION CONTEXT

Program. The improvements will significantly reduce congestion primarily due to Costco employees leaving the site during the peak hours from 4 p.m. to 6 p.m.

Additionally, bicycle lanes are proposed along 12th Avenue NW which would complete a link between two shared use routes and existing and proposed bicycle lanes along SE 56th Street.

Because this area is included in the Central Issaquah Plan boundary, it is possible that land use changes and additional transportation changes could be proposed, however, none are planned at this time.

The Boeing Company



Existing Conditions

The Boeing Company is in a stand alone office building situated between the University House senior assisted living facility and the Sammamish Shopping Center. It is zoned Retail and its land use designation is Commercial. The property is accessed off of

Black Nugget Road, a minor arterial, between East Lake Sammamish Parkway and Issaquah-Fall City Road, principle arterials.

All day transit routes with limited trips and peak hour routes run along Black Nugget Road. The closest Park and Ride is located on Highlands Drive approximately one mile on foot from The Boeing Company. No shuttle service is available to the Park and Ride.

Black Nugget Road has sidewalks on both sides. These serve as the only nonmotorized facilities in the immediate area.

Ample surface and under-building parking is available on-site.

Proposed Land Use and Transportation Changes

Because this area is included in the Central Issaquah Plan boundary, it is possible that land use changes and additional transportation changes could be proposed, however, none are planned at this time.

King County Library System

The King County Library System is the only CTR work site located south of I-90. It is located on SE Newport Way, a minor arterial. It is zoned Retail with a Commercial land

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use designation. On the north, it is abutted by the Commons Shopping Center. Mixed use zoning is to the east and south and multifamily and single family zoning is to the west.

All day bus routes run along SE Newport Way. A bus stop is located in front of the building and the future Transit Center is within easy walking distance from the site. In addition, the Library System is located within the DART Service Area.

A shared use trail extends along the north and east property lines. Sidewalks do not exist around the property.

Adequate surface parking is available for employees and visitors.

Proposed Land Use and Transportation Changes

Improvements for this section of SE Newport Way are included in the 2008-2013 Transportation Improvement Program. The project proposal includes two drive lanes with a center turn lane, a sidewalk on one side and a ten foot shared use route on the other side. The project will improve a congested and unsafe pedestrian street.

Because this area is included in the Central Issaquah Plan boundary, it is possible that land use changes and additional transportation changes could be proposed, however, none are planned at this time.

C. Potential Actions for Issaquah to Eliminate Barriers

Land Use

Seventy five percent of the developed land in the Central Issaquah Area – in which all of the affected sites are located – is surface parking. One of the primary goals of the Central Issaquah Plan is to move the parking into garages – either stand alone or under building/ground – and redevelop the area into a transit oriented development with mixed uses and improved pedestrian corridors/circulation. This planning process is underway and is expected to be completed in winter 2009 when implementation will begin.

Transportation Facilities and Services

In 2004, the City adopted a 20-Year Nonmotorized Corridor Plan that is included in the Comprehensive Plan Transportation Element. The 20-year plan identifies short, mid, and long term projects and programs to be designed, constructed and/or implemented over the 20-year planning period. (See Exhibits C and D.) While the Nonmotorized Plan includes bicycle and shared used routes, it does not include sidewalks. Sidewalks are included in the annual sidewalk program and sidewalks to be maintained and/or constructed are identified by the City Council each year based on the following criteria.

- High Accident Area
- Access for Senior Citizen Groups or Disabled
- Completes Missing Links, Connects to Shared Use Trail or Parks
- Roadway Classification/Hierarchy
- Adjacent to or Access to Transit/School Stops

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- Non-Conformance Width of Existing Sidewalk

Transit

An 800 parking space Transit Center is under construction and is expected to be completed in 2008. Additionally, in 2005 the City Council adopted the 20-Year Transit and Transit Oriented Projects and Programs Plan which can be found in Exhibit D.

Parking

Parking is one of the issues being addressed in the Central Issaquah Plan - and area where over 75% of the developed area is surface parking. Efforts will be made to encourage and/or require the construction of parking garages and/or under building parking. Emphasis will also likely be made regarding shared parking which, while encouraged in the Land Use Code today, is not used to its fullest potential. All public parking in Issaquah is currently provided without charge.

D. Review of Comprehensive Plan Policies

The City of Issaquah Comprehensive Plan was adopted in 1995 and is updated annually. The Transportation Element of the Comprehensive Plan was updated in 2004 to incorporate nonmotorized policies and a 20-year nonmotorized corridor plan. It was amended again in 2005 to update policies and add 20-year plans for capacity roadway projects and transit and transit oriented projects and programs. See Appendix B, CTR Supportive Policies, Regulations and Standards for all relative, existing policies.

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E. Planning Coordination

Issaquah's plan has been coordinated with the following agencies:

Agency	Date	Issues
East King County Jurisdictions	April 30, 2007	General feedback and comments exchanged; questions about public adoption process, funding and financial plans; questions about methodology WSDOT AND PSRC will use for evaluating merits and effectiveness of these plans.
Issaquah CTR employers network meeting	June 20, 2007	Introduction of and feedback on the WSDOT requirements and Issaquah's proposed CTR plan.
King County Metro	On-Going	Miscellaneous topics regarding preparation and implementation of Issaquah's CTR plan.
Puget Sound Regional Council	Several dates throughout 2006 and 2007	Miscellaneous topics regarding preparation of Issaquah's CTR plan.
Washington State Department of Transportation	Several dates throughout 2006 and 2007	Miscellaneous topics regarding preparation of Issaquah's CTR plan.

II. and III. BASELINE, GOALS AND TARGETS

A. City or County

Area of Jurisdiction	2005 SOV Rate	2011 SOV Target Rate	2005 VMT	2011 Target VMT
City of Issaquah ¹	73.1%	65.8%	13.0%%	11.4%

Source: City of Issaquah, 2007

Note: These numbers apply to all trips.

¹The SOV rate from 2005 to 2011 represents a 10% reduction. The VMT rate from 2005 to 2011 represents a 13% reduction. Both reduction numbers are required by the state. Issaquah's current SOV goal is a 7% reduction and will need to be addressed in the Comprehensive Plan.

B. Major Employers

Employer	2005 SOV	Drive-Along Goal	2011 Drive-Along Target	2005 VMT	VMT Goal	2011 VMT Target
City of Issaquah	73.1%	10.0% reduction	65.7%	9.8 miles per employee	13.0% reduction	8.5 miles per employee
Siemens Medical Solutions USA Inc	88.5%	10.0% reduction	79.7%	10.6 miles per employee	13.0% reduction	9.2 miles per employee
Microsoft Corp – Sammamish Park Place	78.2%	10.0% reduction	70.4%	12.9 miles per employee	13.0% reduction	11.2 miles per employee
Costco – World HQ	71.3%	10.0% reduction	64.2%	13.2 miles per employee	13.0% reduction	11.5 miles per employee
Costco – CWC Travel	81.9%	10.0% reduction	73.7%	15.1 miles per employee	13.0% reduction	13.1 miles per employee
King County Library System	67.7%	10.0% reduction	60.9%	12.8 miles per employee	13.0% reduction	11.2 miles per employee
The Boeing Co. – Eastpointe	63.4%	10.0% reduction	57.0%	14.8 miles per employee	13.0% reduction	12.9 miles per employee
Spacelabs Medical	72.3%	10.0% reduction	65.1%	14.4 miles per employee	13.0% reduction	12.6 miles per employee
Alltel – Call Center	71.6%	10.0% reduction	64.5%	11.6 miles per employee	13.0% reduction	10.1 miles per employee

Source: King County Metro, 2007

Note: These numbers apply to all trips.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

Issaquah proposes to implement the following elements as part of its Commute Trip Reduction plan. Implementation of the elements will be done in partnership and coordination with other agencies. Listed below are the following planned local services and strategies for achieving the established goals and targets for 2011.

A. Policies and Regulations

Issaquah has identified the following policies and regulations that will be updated to help reduce drive alone trips and vehicles miles traveled. The proposed changes and their scheduled adoption dates are listed below.

1. Comprehensive Plan Policies

In addition to the existing Comprehensive Plan policies (shown in Appendix B), Issaquah is considering amending and/or adding the following policies to strengthen the City's policies for supporting Commute Trip Reduction.

- a. Explore the possibility of encouraging cooperative funding for bicycle trails.
- b. Secure sidewalk and trail easements over existing utility lines where ever feasible.
- c. Remove barriers and deterrents along the existing pedestrian system to create better access between employment facilities, residential and other uses.
- d. Adopt and use national (American Association of State Highway and Transportation Officials, AASHTO) design standards for pedestrian facilities. Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining pedestrian facilities.
- e. Provide consistently designed pedestrian activated signal crossings, and consider technologies that enhance pedestrian safety at crossings, such as longer crossing times and audible crossings.
- f. Ensure that pedestrian facilities are designed and monitored to improve security and safety, through lighting, openness, vegetation upkeep and security features such as panic buttons at key locations.
- g. Design midblock crossings with safety as a high priority, and consider improvements such as pedestrian crossing signals, flared curbs (bulbouts), pedestrian refuge islands, medians, and adequate sight distance around parked vehicles.
- h. Educate the general public and public officials about the economic, transportation system performance, environmental, health and social benefits of walking and biking and develop improved programs to encourage increased levels of walking and biking.
- i. Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments.

2. Land Use Regulations

The Central Issaquah Plan, currently in development, will address possible changes to land uses or land use regulations. The plan is expected to be adopted in winter 2009.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

3. Zoning Code Regulations

The City is considering adding the following state CTR elements to the Issaquah Land Use Code.

- a. Secure sidewalk and trail easements over existing utility lines wherever feasible.
- b. Adopt and use national (American Association of State Highway and Transportation Officials, AASHTO) design standards for pedestrian facilities. Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining pedestrian facilities.
- c. Design midblock crossings with safety as a high priority, and consider improvements such as pedestrian crossing signals, flared curbs (bulbouts), pedestrian refuge islands, medians, and adequate sight distance around parked vehicles.
- d. Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments.

4. Developer Extension Agreement

The City is considering adding the following state CTR elements to the Issaquah Developer Extension Agreement.

- a. Adopt and use national (American Association of State Highway and Transportation Officials, AASHTO) design standards for pedestrian facilities. Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining pedestrian facilities.
- b. Design midblock crossings with safety as a high priority, and consider improvements such as pedestrian crossing signals, flared curbs (bulbouts), pedestrian refuge islands, medians, and adequate sight distance around parked vehicles.
- c. Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

B. Services and Facilities

As part of its capital improvement program, Issaquah is planning the following improvements that will help reduce drive alone trips and vehicle miles traveled. In addition to Issaquah's investments, the City is working with its transit agency partners to improve transit services and facilities.

Elements that are being planned and/or implemented include:

1. **High Occupancy Vehicle Lanes**
 - 228th Avenue NE (City Limits to SE 43rd Way)
 - SE 43rd Way (228th Avenue NE to East Lake Sammamish Parkway)
 - East Lake Sammamish Parkway (SE 43rd Way to Black Nugget Road)
 - SE 56th Street (East Lake Sammamish Parkway to SR900) (Eastbound only; westbound exists)
 - SR900 (SE 56th Street to I-90) (Northbound only; southbound exists)
2. **Transit Services**
 - Annual City funding for Route 200, a free, local circulator bus
3. **Vanpool Services and Vehicles**
 - Advertising and coordination with employers and employees to develop a larger vanpool market
4. **Ride Matching Services**
 - Direction of residents, businesses and employees to *Rideshareonline* for ride-matching services
5. **Car Sharing Services**
 - Review of existing City use of fleet vehicles for City staff, evaluate feasibility of Flex car presence in Issaquah
6. **Transit Facilities**
 - Construction of 800 parking space Transit Center at SR900 and Newport Way is currently under construction. Completion is expected in 2008.
 - Conversion of bus stops to bus shelters as part of the 20-Year Transit and Transit Supportive Projects and Programs Plan
7. **Bicycle and Sidewalk Facilities**
 - Implementation of the 20-Year Existing and Proposed Nonmotorized Corridors Plan (See Map and Matrix in Appendix C)
 - Continued funding through the Capital Improvement Fund for the construction and maintenance of sidewalks.

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

C. **Marketing and Incentives**

Issaquah plans to implement the following marketing and incentive programs that will help reduce drive alone trips and vehicle miles traveled.

1. **Employer Outreach**
 - Continued outreach through the CTR/TDM program and Issaquah CTR employers' network group as supported by the City and King County Metro Transit staff.
2. **Area Wide Promotions**
 - Continued participation in and promotion of Ride Share Week, Salmon Friendly Commuting, Wheel Options, Best Workplace for Commuters, Bike to Work Day and other events.
3. **Transit Pass Discounts**
 - Continued promotion of the King County Metro Transit pass (FlexPass)
4. **Carpool Subsidies**
 - Continued City support for developing and supporting jurisdictional CTR programs that include carpool subsidies
5. **Preferential Parking**
 - Marketing and promotion of opportunities for vanpool and carpool parking spaces to employers and employees
6. **Flexible Work Schedules**
 - Continued encouragement for employers and allow employees to employ flexible schedules that reduce peak hour trips
7. **Program to Allow Employees To Work at Home or a Closer Worksite**
 - Continued encouragement for employers to allow employees, through the CTR program, to telecommute one or more days per week.
8. **Neighborhood Social Marketing Programs**
 - Continued development of social marketing programs such as Salmon Friendly Commuting

D. **Special Programs for Mitigation of Construction Activities**

Issaquah is planning for a number of construction projects that are expected to impact the transportation system. Major construction projects listed in the 2008-2013 Transportation Improvement Program and slated for construction to begin between 2007-2010 include the following:

- Construction of a roundabout at East Lake Sammamish Parkway and SE 43rd Way

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

- Construction of a new two lane road under I-90
- Street overlays throughout the City
- Sidewalk construction and maintenance throughout the City.
- SE 43rd Way/Providence Point intersection realignment and signalization
- Dogwood Street bridge replacement and street improvements
- NW Juniper Street bridge replacement and street improvements
- Rainier Boulevard street improvements
- SR 900 widening between NW Maple Street and NW Gilman Boulevard
- SR 900 pedestrian/nonmotorized improvement
- East Lake Sammamish Parkway and SE 56th street intersection improvements
- Issaquah-High Point Regional Trail extension
- NW Sammamish Road improvements

Strategies for mitigating the impacts include the following elements:
 At a minimum, construction projects cannot occur outside the weekday hours of 7 a.m. and 6 p.m. When holidays fall on weekdays, construction is not allowed. Exceptions may be made under special circumstances and with the approval of the Public Works Director. Additionally, the City employs:

- Variable electronic messaging signage for advanced warning for drivers
- Coordination with transit service providers to reroute buses and/or temporarily relocate stops
- Comprehensive outreach to the community including schools, businesses and property owners via the internet, newspapers and mail

E. Schedule for Implementing Program Strategies and Services

Issaquah has identified the following schedule for implementing the CTR program strategies and services. The agency responsible for implementing the strategy or service is also listed.

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Policies and Regulations		
Comprehensive Plan, Land Use Code, Developer Extension Agreement (Street Standards) and Design Standards	Issaquah	2008-2009; as needed
Services and Facilities		
Route 200 "Free Bee," Transit Now and ST2	Issaquah, King County Metro and Sound Transit	On-Going

IV. DESCRIPTION OF PLANNED LOCAL SERVICES AND STRATEGIES FOR ACHIEVING THE GOALS AND TARGETS

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Marketing and Incentive Programs		
Annual Alternative Transportation Fair, Salmon Friendly Commuting Program, Issaquah Trip Reduction Incentive Program	Issaquah, King County Metro	On-Going
Construction Mitigation Programs		
<ul style="list-style-type: none"> ▪ Variable electronic messaging signage for advanced warning for drivers ▪ Coordination with transit service providers to reroute buses and/or temporarily relocate stops, and ▪ Comprehensive outreach to the community including schools, businesses and property owners via the internet, newspapers and mail 	Issaquah, King County Metro, Sound Transit and WSDOT	As needed

V. REQUIREMENTS FOR MAJOR EMPLOYERS

Listed below are Issaquah's expectations and required contributions from major employers. The CTR law specifies that major employers are required to provide at least four elements as part of their CTR programs.

Required Element	Description
Designate Employee Transportation Coordinator	The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization's CTR program. He/she is also the point of contact between the employer and the local jurisdiction to track the employer's progress in meeting CTR requirements
Regular Distribution of Information to Employees	<p>Information about commute alternatives will be distributed regularly to employees. Examples of information that will be distributed will include:</p> <ul style="list-style-type: none"> ▪ Description of the employer's commute options program ▪ Transit system maps and schedules ▪ Vanpool rider alerts ▪ Weekly traffic alerts ▪ Wheel Options campaign promotional materials
Regular Review of Employee of Commuting and Reporting of Progress	The employer is required to complete the Employer Annual Report and Program Description Form and submit to the local jurisdiction. Every two years, the employer shall conduct a program evaluation to determine worksite progress toward meeting the CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) to achieve at least a 70 percent response rate.
Implementation of a Set of Measures	<p>The employer is required to implement a set of measures that are designed to increase the percentage of employees using the following modes:</p> <ul style="list-style-type: none"> ▪ Transit ▪ Vanpool ▪ Carpool ▪ Bicycle or walking ▪ Telework ▪ Other non-single occupant vehicle modes <p>Measures to reduce drive alone trips and vehicle miles traveled include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Provision of preferential parking or reduced parking charges for high occupancy vehicles ▪ Instituting or increasing parking charges for single-occupant vehicles

V. REQUIREMENTS FOR MAJOR EMPLOYERS

Required Element	Description
	<ul style="list-style-type: none">▪ Provision of commuter ride matching services▪ Provision of subsidies for transit fares▪ Provisions of vans for vanpools▪ Provisions of subsidies for carpooling or vanpooling▪ Permitting the use of the employer's vehicles for carpooling or vanpooling▪ Permitting flexible work schedules▪ Cooperation with transportation providers to provide additional regular or express service to the worksite▪ Construction of special loading and unloading facilities for transit, carpool, and vanpool users▪ Provision of bicycle parking facilities, lockers, changing areas, and showers▪ Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility▪ Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes▪ Establishment of a program of alternative work schedules such as compressed work week schedules▪ Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities and emergency taxi services▪ Employers or owners of worksites may form or utilize an existing transportation management association or other transportation-related associations by RCS 35.87A.010 to assist members in developing and implementing commute trip reduction programs

VI. DOCUMENTATION OF CONSULTATION

Issaquah's CTR Plan was developed in consultation with the following organizations and individuals.

A. Issaquah

1. Planning Department
Contact: Christen Leeson, Senior Planner
Issues: Policy, Land Use and Zoning
2. Department of Public Works
Contact: Sheldon Lynn, Assistant Public Works Director / Gary Costa, Transportation Engineer
Issues: Street Standards
3. City or County Council
Contact: Maureen McCarry, Chair, Council Transportation Committee
Issues: Review and discussion of the proposed CTR Plan

B. WSDOT

Contact: Keith Cotton
Issues: Miscellaneous topics regarding preparation of Issaquah's CTR plan.

C. Puget Sound Regional Council

Contact: Lindy Johnson
Issues: Miscellaneous topics regarding preparation of Issaquah's CTR plan.

D. Neighboring Local Jurisdictions

Contact: Stephanie Parkins, Transportation Outreach Coordinator, City of Bellevue
Issues: Regional Partnering

F. Issaquah CTR Affected Employers Group

Contact: Mary Joe de Beck/Debbie Jaksich
Issues: Elements affecting employers and facilities

G. King County Metro Transit

Contact: Debbie Jaksich
Issues: Miscellaneous topics regarding preparation and implementation of Issaquah's CTR plan.

VII. A SUSTAINABLE FINANCIAL PLAN

Issaquah has prepared a financial analysis to identify revenues and expenses that are associated with its Commute Trip Reduction Plan. The following is a description of the available funding sources that Issaquah may use to implement the Plan as well as expenses such as program administration, training, employer assistance, policy and regulation development, promotional activities, transit and ridesharing services, and implementation of supporting facilities.

A. Funding Sources

1. WSDOT CTR Grant

The WSDOT CTR Grant is the annual allocation that is given to jurisdictions to help them administer their CTR programs. Issaquah has received two TRPP grants that have been used to supplement CTR programs with Salmon Friendly Commuting.

2. Issaquah Funds

Street Improvement Fund: The City's Street Improvement Fund is used to cover expenses for the study, design and construction of projects listed in the Six-Year Transportation Improvement Program. Projects include nonmotorized corridors such as the High Point Trail Regional Extension and the SR900 Regional Trail and roadway projects such as the SE 56th Street/East Lake Sammamish Parkway Improvements and the Dogwood Bridge replacement.

Capital Improvement Fund: The Capital Improvement Fund is used to account for major City Capital Improvement Projects not budgeted under specific funds. The Sidewalk Enhancement Program is funded through the Capital Improvement Fund.

General Fund: The General Fund is used to cover expenses to promote and market the CTR program administer incentive programs, regional planning, employee and employer commute assistance and City Flex Pass.

3. Federal Funds

Federal funds include the grants from the Congestion Mitigation and Air Quality Improvement program (CMAQ), Surface Transportation Program (STP), Transportation Enhancement Fund, Intersection Corridor Safety Grant and the Federal Transit Administration (FTA). Federal funding will be used for projects such as improvements to the section of SR900 that crosses over I-90.

4. Other State Funding Sources

The funding sources include other state programs that provide assistance to programs that can contribute to helping make progress toward CTR goals. Funding sources may include the Transportation Improvement Board (TIB) funds, Competitive Public Transportation grants and the WSDOT Budget. State funding has been used for City projects such as the Sidewalk Enhancement Program and the Intelligent Transportation System (ITS) program.

5. Construction TDM Funds

Funds may be available through construction mitigation programs. These programs can be used to enhance Issaquah's CTR program and provide program assistance to CTR work sites.

VII. A SUSTAINABLE FINANCIAL PLAN

Source of Funding	Responsible Agency	Estimated Revenue FY 2008	Estimated Revenue FY 2009	Estimated Revenue FY 2010	Estimated Revenue FY 2011	Total Estimated Revenue
CTR Grants	WSDOT	\$ 21,000	\$ 21,000	\$ 21,000.	\$ 21,000	\$ 84,000
CTR Grants (TRPP)	WSDOT	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Other State Funds	WSDOT, CTED, TIB	\$ 95,000	\$ 0	\$ 0	\$ 0	\$ 95,000
CMAQ Funds	PSRC	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 1,000,000
Local Funds from Operating Budgets	Issaquah	\$24,000	\$ 25,200	\$ 26,460	\$ 27,783	\$ 103,443
Capital Investment Program	Issaquah	\$ 13,834,954	\$ 2,786,000	\$ 4,880,000	\$ 14,846,000	\$ 36,346,954
Transit Revenue	King County Metro and Sound Transit	\$ 32,000	\$ 32,000	\$ 32,000	\$ 32,000	\$ 128,000
Employer Contributions	Issaquah	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Developer Contributions/Mitigation Funds for Construction Projects ²	Issaquah	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Intersection Corridor Safety Grant	Federal Government	\$ 650,000	\$ 0	\$ 0	\$ 0	\$ 650,000
TOTAL		\$ 15,786,954	\$ 2,864,200	\$ \$4,959,460	\$ \$14,926,783	\$ \$38,407,397

Note: These numbers apply to all trips.

²These are collected through Transportation Impact fees and are development driven therefore, cannot be anticipated for future years.

VII. A SUSTAINABLE FINANCIAL PLAN

B. Program Expenses

1. Program Administration

Agency: City of Issaquah and King County Metro CTR Services
Responsibilities: Identify and notify affected employers, review employer progress reports, evaluate employer programs, coordinate with neighboring jurisdictions and transit agencies, and prepare annual reports on the CTR program.

2. Facilities

Agency: City of Issaquah, King County Metro, Sound Transit and WSDOT
Responsibilities: Study, design, construct and maintain high occupancy vehicle lanes, bicycle lanes, sidewalks, transit signal priority improvements, and bus shelters.

3. Services

Agency: King County Metro and Sound Transit
Responsibilities: Support transit usage and ride sharing, including transit services, assistance with the formation of vanpools, car sharing and ride matching.

4. Marketing

Agency: City of Issaquah, King County Metro
Responsibilities: Support, promote and increase awareness of commute options among commuters and residents including development and distribution of transit and ridesharing information, promotional campaigns, web sites to promote commute options programs, and outreach to employers.

5. Incentives

Agency: Issaquah, King County Metro
Responsibilities: Provide transit pass discount programs, subsidies for vanpool programs and other contributions to encourage employers to participate in commute options programs.

6. Training

Agency: Issaquah and King County Metro
Responsibilities: Host employer workshops on various CTR related topics such as basic CTR training and pre-tax transportation savings programs.

VII. A SUSTAINABLE FINANCIAL PLAN

Expense	Responsible Party	Estimated Cost FY 2008	Estimated Cost FY 2009	Estimated Cost FY 2010	Estimated Cost FY 2011	Total Estimated Cost
Prepare local CTR plan and ordinance ³	Issaquah	\$ 5,000	\$5,000	\$ 0.00	\$ 0.00	\$ 0.00
Administer CTR program (contract management, annual reporting, survey process, coordination meetings)	Issaquah / King County Metro	\$ 13,292	\$ 13,292	\$ 13,292	\$ 13,292	\$ 53,168
Training	Issaquah / King County Metro	\$ 330	\$ 330	\$ 330	\$ 330	\$ 1,320
Conduct employer outreach	Issaquah / King County Metro	\$ 3,618	\$ 3,618	\$ 3,618	\$ 3,618	\$ 14,472
Regional CTR Planning and Coordination	Issaquah / King County Metro	\$ 300	\$ 315	\$ 331	\$ 348	\$ 1,294
Citywide CTR Program outreach and education	Issaquah / King County Metro	\$51,050	\$53,603	\$56,283	\$56,283	\$ 218,219
Implement supporting transit services	Included in citywide programs, above.	\$ 38,000	\$ 38,000	\$ 38,000	\$ 38,000	\$ 152,000
Implement supporting transit facilities	No funding is received for facilities	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Implement supporting vanpool services	Included in citywide programs, above.	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Implement bicycle and pedestrian facilities	Funding is dependent on grants	\$ 1,000,000	\$ 0	\$ 0	\$ 0	\$ 1,000,000
Offer program incentives	Included in citywide programs, above.	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Car sharing services		\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Conduct special area wide promotions	Issaquah / King County Metro Included in citywide programs, above.	\$ 905.00	\$ 905.00	\$ 905.00	\$ 905.00	\$ 3,620
Prepare updates to Comprehensive Plans	Issaquah	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Total		\$ \$1,112,495	\$ 115,063	\$ \$112,759	\$ \$112,776	\$ \$1,444,093

Source: City of Issaquah, 2007

Note: Figures are estimates and not approved budget numbers and apply to all trips.

³Not an annual expense, but a first and second year start up expense only.

VII. A SUSTAINABLE FINANCIAL PLAN

C. Financial Gaps

Service or Strategy	Target Market	What Strategy Will Accomplish	Financial Gap	Potential Funding Source
Route 200 Additional and Expanded Service	Permanent and Work Force Populations	Marketing/ Coordination and partnerships with transit agencies	Up to \$ 200,000 per route	City/Transit Agencies/Other
Passenger Shelters	Permanent and Work Force Populations	Marketing/ Coordination and partnerships with transit agencies	Approximately \$25,000 per shelter	City/Transit Agencies/Other
Residential CTR Programs	HOAs	Grant/TRPP Grant/Other Funding	Up to \$ 50,000	State/Other
Comprehensive Plan Amendments related to the CTR Plan	Permanent and Work Force Populations	Grant/Other Funding	Approximately \$5,000	State/Other

Source: City of Issaquah, 2007

VIII. IMPLEMENTATION STRUCTURE

As part of its strategic plan for implementing the Commute Trip Reduction program, Issaquah will work in partnership with transit agencies and neighboring jurisdictions. Listed below are the organizations that will be involved with the implementation of Issaquah's CTR Plan, their roles and responsibilities.

A. **City of Issaquah**

Issaquah is responsible for developing and implementing its CTR plan and for ensuring that the plan is consistent with the Comprehensive Plan. As part of the CTR plan, Issaquah has set goals and targets for the affected employers. For CTR program administration, Issaquah is responsible for ensuring that affected employers are in compliance with the CTR law; however, Issaquah may contract with another agency for employer outreach, program review and annual reporting of employer progress.

Roles

- Provide leadership for the CTR program
- Provide a communication link between employers and the State CTR Board
- Serve as a program booster

Responsibilities

- Develop and implement the CTR Plan
- Ensure the CTR Plan is consistent with the Comprehensive Plan and other City regulations and standards
- Set goals and targets for CTR affected employers
- Ensure CTR affected employers are in compliance with the CTR law
- Contract with King county metro for employer outreach, program review and annual reporting of employer progress

B. **King County Metro CTR Services as a Contracted Partner**

King County Metro CTR Services will perform various services as part of the CTR program. Issaquah should identify the contractor and their assigned responsibilities.

Roles

- Provide support and implementation of state and local CTR law to affected employers' worksites.

Responsibilities

- Ensure all affected employers are aware of and comply with the state and local CTR laws
- Notify sites as they become affected
- Administer the survey requirements of the CTR law
- Provide support to employers with incentives and information to help employers develop and maintain effective CTR programs for their employees

C. **King County Metro**

King County Metro is responsible for providing transit and ridesharing services to the major employers. If necessary, King County Metro will also assist with employer outreach and track employer progress.

VIII. IMPLEMENTATION STRUCTURE

Roles

- Provide support and implementation of state and local CTR law to affected employers' worksites.

Responsibilities

- Ensure all affected employers are aware of and comply with the state and local CTR laws
- Notify sites as they become affected
- Administer the survey requirements of the CTR law
- Provide support to employers with incentives and information to help employers develop and maintain effective CTR programs for their employees

E. CTR Affected Employers

CTR affected employers are responsible for complying with the requirements of the State CTR Law. These requirements include designating an employee transportation coordinator, regular distribution of information to employees, regular review of employee commuting and reporting of progress to the local jurisdiction, and implementing a set of measures that will help achieve progress toward meeting goals.

Roles

- Implement their local work site programs
- Partner with the City and transit authorities to shape how the local and state CTR laws are administered, measured and reported

Responsibilities

- Implement the work site CTR program
- Support employee need with incentives and information
- Participate in local CTR coordination meetings
- Measure and report progress to the City of Issaquah

VIII. IMPLEMENTATION STRUCTURE

Listed below are responsible parties and estimated timeframes and tasks to implement strategies and services identified in Section IV.

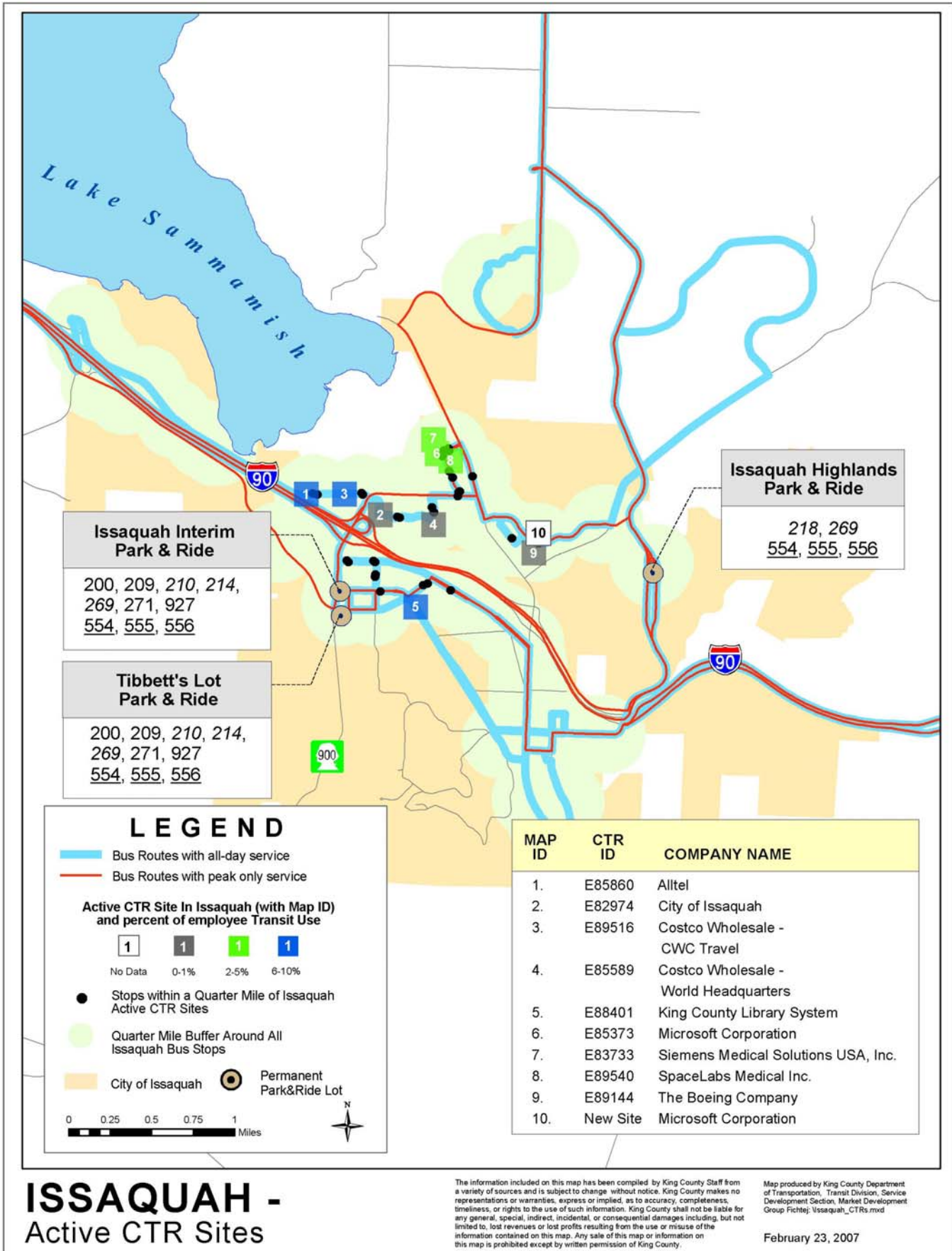
Note: Issaquah intends to continue using a contractor (King County Metro Transit – CTR Services) to administer the City of Issaquah CTR program.

CTR Implementation Plan

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Policies and Regulations		
Comprehensive Plan, Land Use Code, Design Standards	Issaquah	2008 / As Needed
Services and Facilities		
Route 200 "Free Bee," Transit Now and ST2	Issaquah, King County Metro and Sound Transit	On-Going
Marketing and Incentive Programs		
Annual Alternative Transportation Fair, Salmon Friendly Commuting Program, Issaquah Trip Reduction Incentive Program	Issaquah, King County Metro and Sound Transit	On-Going
Construction Mitigation Programs		
<ul style="list-style-type: none"> ▪ Variable electronic messaging signage for advanced warning for drivers ▪ Coordination with transit service providers to reroute buses and/or temporarily relocate stops, and ▪ Comprehensive outreach to the community including schools, businesses and property owners via the internet, newspapers and mail 	Issaquah, King County Metro, Sound Transit and WSDOT	As needed

Source: City of Issaquah, 2007

Appendix A. Active CTR Sites



Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

Land Use Element

- L-1.6.3 Allow flexible development standards for creating various positive attributes of mixed-use housing such as focal places (private or public), pedestrian and bike paths, and private outdoor areas;

- L-3.4 **New Neighborhoods:** Establish development regulations that require, where feasible, proposed newly developed neighborhoods to incorporate:
 - 3.4.1 Traditional Design Elements;
 - 3.4.2 Park and pedestrian areas;
 - 3.4.3 Non-motorized links to all areas of the neighborhood;
 - 3.4.4 Neighborhood hubs; and
 - 3.4.5 Residential mixed use.

- L-3.5 **Neighborhood Hubs:** Establish overlay zones for appropriate subareas to allow for neighborhood hubs. The Land Use Code shall establish development and design regulations for neighborhood hubs, including:
 - 3.5.4 Site design limiting parking spaces and encouraging pedestrian/bicycle access;

- L-4.0.4 Activity Areas shall have minimum and maximum parking requirements that reduce the dependence on the SOV and shall encourage bicycle travel and pedestrian activity.

- L-4.1.1 The Land Use Code shall ensure that development in the CBD zoning district is compatible in scale and character while balancing the need for preservation, redevelopment and infill, and encouraging pedestrian orientation by:
 - 4.1.1.1 requiring commercial store fronts to face the street and sidewalks;
 - 4.1.1.2 encouraging developments, where appropriate, to create new pedestrian oriented public areas such as parks, plazas, recreation areas, outdoor restaurants and cafes, and promenades, and maximize public access to these areas;
 - 4.1.1.5 permitting parking requirements to be met by the use of flexible and creative mechanisms such as allowing on-street parking to credit toward parking requirements, shared parking, and other methods;

- L-4.2.4.12 require a transit center or regional transit station within larger employment areas which is inter-connected to developments by a network of pedestrian walkways and bicycle paths. The transit center and/or development shall be required to provide bike parking/storage facilities.

- L-4.2.4.13 require that site and building designs be pedestrian oriented with provisions for transit and automobile access.

- L-4.2.5 Permit parking requirements to be met by the use of flexible and creative mechanisms such as allowing on-street parking to credit toward parking requirements, shared parking, and other methods;

- L-4.2.9 Permit transit centers in all commercial, office and mixed use zones, and establish design and development criteria such as:
 - 4.2.9.1 require inter-connection with other transit centers within the City, neighborhood hubs, and residential areas, and require inter-connection to the pedestrian/bicycle network. Bike parking/storage facilities shall be required;

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

- 4.2.9.2 allow for a mix of convenience services to occur at transit centers, including park-&-ride lots, small scale grocery, and day care;
- 4.2.9.3 require site and building design to provide automobile access while establishing pedestrian/bicycle orientation and circulation;

Housing Element

- H-1.3 Multifamily: Multifamily developments should:
 - 1.3.1 Be located near commercial centers;
 - 1.3.2 Be located near transportation services;
 - 1.3.4 Serve as transitional areas between commercial and lower density, single family housing;
 - 1.3.3 Be oriented toward streets, rather than parking lots, to emphasize pedestrian friendly streets.
- H-1.6 Mixed Use Areas: Encourage housing in mixed-use areas that supports pedestrian-oriented activities, reduces Single Occupancy Vehicle trips, and supports transit through the following methods:
 - 1.6.1 Reduce parking requirements or use shared parking if located near commercial or employment activities, park-&-ride lots, or other transit;
 - 1.6.2 Allow parking credit if nearby on-street parking is available;
 - 1.6.3 Allow flexible development standards for creating various positive attributes of mixed-use housing such as focal places (private or public), pedestrian and bike paths, and private outdoor areas;
 - 1.6.4 Allow building height and lot size flexibility to achieve density and/or other mixed-use elements when community benefits are provided;
 - 1.6.5 Allow housing types such as townhouses, row houses, small lot single family subdivisions, clustered units, single room occupancy and studio residential units;
 - 1.6.6 Allow flexibility in lot sizes.
- H-1.9 Housing Integration: Emphasize the integration of single family and multifamily areas through trails, pedestrian improvements and other forms of non-motorized transportation. Encourage planned housing developments to integrate different types and densities within the planned projects.
- H-1.10 Neighborhood Amenities: Provide access to the adjacent City trail system and all City parks and recreation facilities.
- H-1.11 High Density Housing Proximity to Transit: Locate the highest density housing in areas that are most accessible to transit, and within walking distance to services by encouraging Transit Oriented Development and similar uses.
- H-7.6 Job / Housing Balance: Work with King County and other jurisdictions to establish GMA targets for jobs and housing that seeks to create a regional or subregional "balance" between housing and jobs.

In order to achieve and maintain a job/housing balance, the City will not support rezone requests that will increase housing densities when Issaquah's 20-year housing targets have been met, unless the City Council approves a development agreement as part of the rezone approval.

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

Transportation Element

Transportation Goal A: Continually pursue methods to reduce dependency on single occupancy vehicles (SOV).

- T-1 Maintain the Comprehensive Plan's land use vision in the vicinity of transportation projects by remaining consistent with the land use designations shown in the Land Use Designation Map, Figure 1, Land Use Element, Volume 1.
- T-2 Coordinate land use planning with public transportation service to provide opportunities that reduce transportation demand City-wide
- T-3 Use land use assumptions, including potential build-out and growth targets, to estimate 20-year travel and transportation needs to serve the City's planned growth. Use up to date land use, facilities inventories and travel behavior data to indicate future travel needs. Provide these estimates to the State
- T-4 Update the six year Transportation Improvement Program (TIP) annually to reflect changes in travel demand, land use designations or levels of service standards. Include a 20 year "future years" project list with the six year TIP to establish future system plans that coordinate with the 20 year land use plan
- T-5 Incorporate transit supportive and multimodal/nonmotorized friendly design features in new development through the development review process.
- T-6 Develop and implement and continue to monitor transportation demand management regulations and strategies that address the following factors:
- Parking
 - Services to increase high-occupancy vehicle (HOV) use
 - Fully utilize HOV lanes.
 - Increased participation in Commute Trip Reduction (CTR) programs
 - Increased public awareness of available travel alternatives
- T-8 If a system failure is triggered, action such as adjustment of LOS standards, modifications to land use assumptions and designations, or restrictions of new development must be taken to address the LOS deficiency.
- T-11 Support multi-modal transportation solutions including general purpose lanes, High Capacity Transit, HOV lanes, transit and nonmotorized improvements that implement the 20-year transportation projects shown in the Roadway Projects Map (Figure 20, Volume 1), Transit and Transit Programs Map (Figure 22, Volume 1) and the Nonmotorized Corridor Map (Figure 7, Volume 1). Use the best available technologies when implementing these projects.
- T-12 Provide a seamless roadway and nonmotorized transportation system through implementation of the Roadway, Transit, Nonmotorized 20-year plans and the Sidewalk priority criteria. Use transit service within the city boundaries to connect major commercial centers, neighborhoods and regional transportation facilities.

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

- T-19 Ensure regional transit facilities provide safe and convenient access for transit vehicles, automobiles, bicycles and pedestrians. Development surrounding transit centers should contribute to easy mobility to and from regional transit facilities.
- T-23 All roadway projects shall be consistent with the Nonmotorized Corridor Map unless physical obstacles present significant difficulties or budget constraints are present. If either of the exceptions apply, attempts to design alternative routes must be considered in the project design.
- T-24 Establish annual funding used to construct and maintain nonmotorized projects identified on the Bicycle and Shared Use Corridor Map that are not otherwise included in roadway projects.
- T-25 Use the Sidewalk Priority Criteria to establish a performance system to determine the location of sidewalks to be constructed or restored during the funding of the annual sidewalk program. The sidewalk priority criteria include:
- High Accident Area (5 points)
 - Access for Senior Citizen Groups or Disabled (4 points)
 - Completes Missing Links, Connects to Multi-Purpose Trail or Parks (4 points)
 - Roadway Classification/Hierarchy (3 points)
 - Adjacent to or Access to Transit/School Stops (2 points)
 - Non-Conformance Width of Existing Sidewalk (2 points)
- The annual sidewalk program shall also be consistent with the Issaquah School District's Safe Routes to School sidewalk plan.
- T-26 Require plats to include nonmotorized facilities that connect the ends of cul-de-sacs to existing and/or proposed nonmotorized routes to achieve improved circulation when those plats are adjacent to routes identified in the Nonmotorized Corridor Map (Figure 7).
- T-27 Require new or redeveloping properties to design and build bicycle/ pedestrian corridors that maximize the use of nonmotorized transportation alternatives.
- T-28 Continue to investigate potential nonmotorized corridors that link existing neighborhoods with destinations such as schools and parks, where needed. Needed improvements include:
- a. An additional I-90 crossing
 - b. Links from residential areas to schools
 - c. Additional linkages within the North Issaquah subarea
- T-32 Enforce bicycle and pedestrian safety laws equally among bicyclists, pedestrians and motorists to ensure safety and build mutual respect among all system users.
- T-33 Provide transportation safety education programs to elementary schools in conjunction with the Issaquah School District.
- T-34 Maintain a 20-year financing plan to provide predictability and assurance that transportation system improvements are accomplished when needed and in accordance with the six-year Transportation Improvement Program.
- T-36 Prioritize transportation funding in accordance with Comprehensive Plan policies CF-1.5 through CF-1.8 in the Capital Facilities Element. T-18 Ensure that regional transit system development

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

- occurs in accordance with the adopted Sound Transit Phase 2 system map and plan and King County Metro six-year plan by working with the regional transit providers.
- T-37 Engage in discussions with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, King County and the cities of Sammamish and Bellevue to attempt to influence regional decision making processes that promote the transportation system in the Issaquah community.
- T-38 Enter into interlocal agreements with regional agencies and adjacent jurisdictions that mandate the shared financial responsibility of mitigating impacts of new developments and their associated transportation facilities as well as those that benefit the regional transportation system.

Also see Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors Map and Matrix which are included as part of the Comprehensive Plan Transportation Element.

Transportation Element, Volume 2, 20-Year Transit and Transit Related Projects and Programs

- ST-4 These are intended to be places where land use, transportation services and amenities are designed and oriented to prioritize, support and foster walking as a viable transportation mode.
- ST-6 Begin implementation of Transit Needs Study:
- a. Increased Transit Service
 - b. Facilities
 - c. Marketing
 - d. Transit Street Designations: Establish transit street designations to help guide land use and capital investments
- MT-4 HOV Lanes:
- Determine the carrying capacity of current HOV assets;
 - Monitor lane use to determine whether these HOV use goals and objectives are met;
 - Establish goals and measurements to maximize their use and include satellite park and rides with HOV system;
 - Develop a plan to increase the number of HOV lanes in Issaquah.
- LT-1 Park Links: Linkages between City parks by trails, sidewalks, and pathways for safe, pedestrian, bicycle, and other non-motorized accessT-22 Use the Nonmotorized Corridor Map (Figure 7) to guide the planning, design, construction and maintenance of all bicycle and pedestrian corridor projects to be included in the annual Transportation Improvement Program and other annual maintenance programs. Corridors that complete or expand the nonmotorized system rather than make enhancements to existing, safe, functioning corridors should take priority during project selection.
- LT-5 HOV: Prioritize city transportation funds and programs that produce measurable increases in HOV use over time.

Capital Facilities Element

- CF-1.6 Prioritizing of Capital Improvements: All projects in the Capital Improvement Plan shall be consistent with the Land Use Vision, "Municipal operations will be dedicated to enhancing the community's water and air quality, protection of critical areas and water resources, and provision of efficient public services to maximize public safety." Any revenue source that

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

cannot be used for the highest priority will be used beginning with the highest priority for which the revenue can legally be expended. The City will determine the priority of public facility capital improvements in a manner consistent with City Council Resolution 2002-16 entitled Financial Policies (See Volume 2).

Volume 2: II. General Financial Philosophy

The fiscal policy of the City of Issaquah is to provide a sufficient financial base and the resources necessary to sustain a high level of municipal services to ensure public safety, to maintain and improve upon the physical infrastructure and surroundings of the city and to promote the social well-being of the citizens of Issaquah.

- CF-1.7.3 Use the Six Year CIP to prioritize the financing of capital facilities within projected funding capacities and update it annually prior to the City's budget process. High priority of funding shall be given to those projects consistent with the City's Comprehensive Plan goals.
- CF-1.8.1 Distribute the burden for financing capital facilities among the primary beneficiaries of the facility, including the present and future users where feasible.
- CF-1.8.6 Secure grants or private funds whenever possible to finance capital improvements.

Economic Vitality Element

- EV-1.1.4 Require commute trip reduction and provide incentives to decrease the dependence on single occupancy vehicles (SOVs);

Human Services Element

- HS-2.6 Support affordable, quality child care and encourage, through land use plans and regulations, child care facilities in close proximity to home and workplaces.

Economic Vitality Report

- 2.b Develop a street furniture program: bus wayfinding, signage, and lighting. Incorporate allowing different designs for different parts of provide cover and weather protection.
- 5.a Create pedestrian emphasis districts that support pedestrian mobility. Make downtown Issaquah a pedestrian center, enhancing its role as a gathering place.

Land Use Code

180.07.080.B.1.d. Benches: Where a building entrance or entrances are more than two hundred fifty (250) feet from the public right-of-way, at least one (1) fixed bench or equivalent seating area shall be required near the midpoint along the private walkway.

18.07.080 Nonmotorized facilities.

- A. Purpose: The purposes of requiring nonmotorized facilities including bicycle lanes, shared-use corridors and walkways within developments are to:
 - 1. Increase safe nonmotorized access to and mobility through all parts of the City;
 - 2. Help remove nonmotorized and vehicular movement conflicts; and
 - 3. Support transportation options that contribute to reduced traffic congestion, improved transit connections, improved air quality, reduced fuel consumption and improved physical fitness.

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

- B. Requirements: All new multifamily residential and nonresidential developments; or reconstruction of parking lots for multifamily residential and nonresidential developments; or remodels or changes of use greater than or equal to seventy-five (75) percent of structure value for multifamily residential and nonresidential developments shall provide nonmotorized facilities consistent with this section. These developments shall provide connections of required facilities with any existing public nonmotorized facility and/or provide a stub for future connection to any proposed public nonmotorized facility as documented in the Issaquah Comprehensive Plan, whether said connection is within the City or an adjacent jurisdiction. If none exist or are proposed in the immediate vicinity, the need for stubs for future connection to adjoining properties, if any, shall be determined by an evaluation of the land use designation and zoning and other relevant information by the permit official.

18.07.080.B.1.d. Benches: Where a building entrance or entrances are more than two hundred fifty (250) feet from the public right-of-way, at least one (1) fixed bench or equivalent seating area shall be required near the midpoint along the private walkway.

18.09.030.I. Bicycle Parking: Bicycle parking shall be provided as follows:

1. Quantity: All sites required to provide nonmotorized facilities shall provide bicycle parking spaces equal to five (5) percent of required automobile parking spaces for the first three hundred (300) required auto stalls and one (1) percent of auto stalls in excess of three hundred (300). Only customer and employee parking spaces shall be used to determine this requirement. In no case shall the amount be less than two (2) bicycle spaces.
2. Location: Bicycle parking shall be placed in a publicly visible location within fifty (50) feet of a primary building entrance. Bicycle parking shall not block pedestrian use of a walkway. Shopping centers or other multibuilding developments may group bicycle parking in a unified location, provided the location is consistent with the other location requirements.

Olde Town Design Standards

1. The Olde Town Design Standards are intended to achieve the City's vision for the Olde Town subarea by: (a) implementing the goals and policies adopted in City's Comprehensive Plan and the Olde Town Subarea Plan; and, (b) achieving the design identified by the community in the 1992 Visual Preference Survey.

The purpose of the Olde Town Design Standards is to preserve and enhance the traditional downtown core and the historic character of the area, by emphasizing appropriate and complementary architectural, landscape and site design standards for new and redeveloped properties that:

- c) Emphasize Pedestrian Movement:
 - The sidewalk environment should be a lively, attractive and comfortable place for people on foot.
 - Development should contribute to the network of sidewalks, walkways, through block passageways, and trails.

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

- The ground floor facades of commercial, mixed use buildings that face the sidewalk should allow for substantial visual connectivity between outside and inside.

Developer Extension Agreement

3.2.14.B. Where Required. Concrete sidewalks shall be provided as follows:

1. Both sides of arterial streets.
2. Both sides of local streets greater than three hundred feet (300') in length.
3. One side of local streets less than three hundred feet (300') in length.
4. On both sides of all local access streets providing route continuity to other streets, parks, schools or other pedestrian generators.
5. Both sides of dead end streets, except in the cul-de-sacs or hammerhead turn arounds. In these circumstances installed sidewalks may end at the property line nearest the street/cul-de-sac transitions.

3.2.14.1. Concrete Sidewalks Design (Design)

A. Width

1. Residential Streets: Five feet (5')
2. Local commercial/Industrial Streets: Five feet (5')
3. Arterial Streets: Eight feet (8')
4. Central Business District: Eight feet (8')

3.2.18.C. General Criteria: The following general criteria shall apply to the installation of driveways on private property.

4. Commercial driveways located closer than one hundred feet (100') from the approach to an arterial intersection shall be signed and marked "Right Turn Only" unless otherwise approved by the Engineer.

3.2.18 H. Conditions of Approval

1. Driveways directly giving access into arterials may be denied if alternate access is available.
2. All abandoned driveway areas on the street frontage to be improved shall be removed and new curb, gutter and sidewalk shall be installed.
3. No commercial driveway shall be approved where backing onto the sidewalk or street will occur.
4. Left turns from and to a driveway may be restricted as a development condition or in the future if such maneuvers are found to be unduly hazardous.
5. Driveways shall be aligned wherever possible with existing driveways on the opposite side of the street on two (2) or three (3) lane streets.
6. Driveways shall be offset a minimum of one hundred feet (100') from existing driveways on the opposite side of streets with four (4) or more lanes whenever possible.

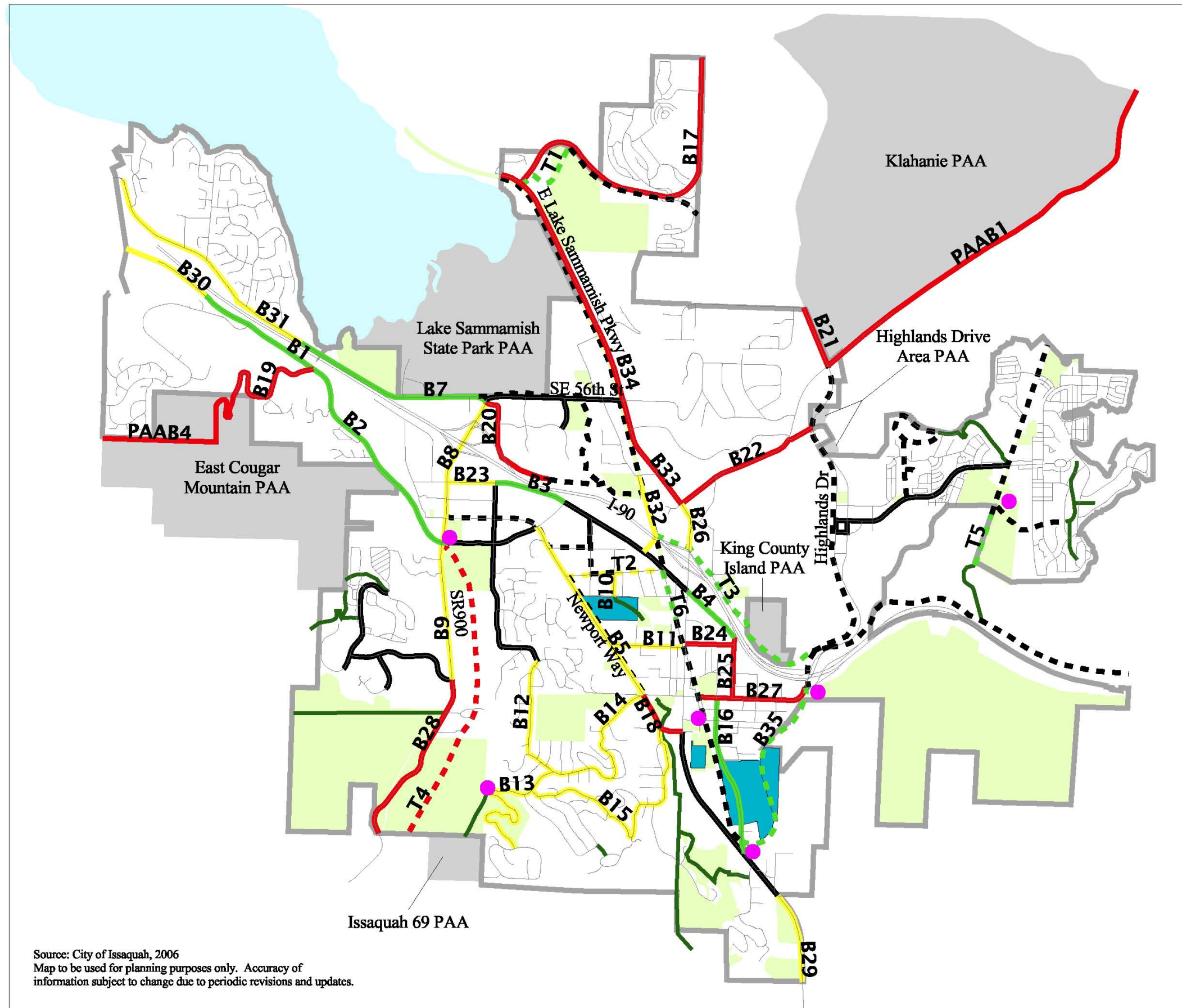
3.2.22 Traffic Control Signing and Striping

- A. All traffic control devices, signing, striping and other pavement delineation shall conform to "Manual on Uniform Traffic Control Devices" (MUTCD) and/or "state of

Appendix B. CTR SUPPORTIVE POLICIES, REGULATIONS AND STANDARDS

Washington Standard Specifications for Road, Bridge and Municipal Construction” as applicable.

- 3.2.4.C. Where it is necessary to facilitate pedestrian circulation between neighborhoods, schools, shopping or other activity centers, public access easements or tracts shall be dedicated.



LEGEND

- Existing Bicycle Corridor
- Existing Shared Use Corridor
- Short Term Bicycle Corridor
- Short Term Shared Use Corridor
- Mid Term Bicycle Corridor
- Mid Term Shared Use Corridor
- Long Term Bicycle Corridor
- Long Term Shared Use Corridor

Short Term = 0-2 years
 Mid Term = 3-6 years
 Long Term = 7-20 years

- Recreational Trails
- Parking Lots/Trailheads
- Public Schools
- Parks and Open Space
- City Limits
- Potential Annexation Areas

Refer to the Transportation Element Background, Volume 2 for a complete list of projects and descriptions.

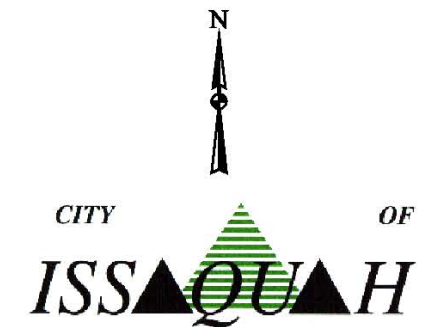


FIGURE 7
NONMOTORIZED
CORRIDOR MAP

Effective Date: 12/04/06
 Ord: 2474

Source: City of Issaquah, 2006
 Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

Proposed Nonmotorized Corridor Improvements (through 2022)

#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
B 1	Newport Way	Pre-Greenwood Point West City Limits to SE 54 th / Minor Arterial	LU=Residential, some higher density; RC=Link to Factoria & Lakemont	Short Term (2006-2008)	NS: Dependent on roadway project not in current TIP
B 2	Newport Way	SE 54 th to SR900 / Minor Arterial	LU=Residential, some high density; RC=Link to Factoria & Lakemont	Short Term (2006-2008)	2009: Design bike lanes with road project 2011: Construct bike lanes with road project
B 3	Gilman	12th to Front Street / Minor Arterial	LU=Major Commercial Corridor	Short Term (2006-2008)	2012: (Earliest year – past 2011 horizon of current TIP) Re-establish bike lane striping
B 4	Gilman	Front Street to 3rd Ave NE / Minor Arterial	LU=Major Commercial Corridor	Short Term (2006-2008)	NS: Dependent on roadway project not in current TIP
B 5	Newport Way	Maple to Sunset Principal Arterial / Minor Arterial	LU=Higher Density Residential, School, Newport Subarea link to Olde Town; RC=Link to Issaquah Hobart and points south	Mid Term (2009-2012)	2012: Design multipurpose trail with road project
B 6	Front Street South/Issaquah-Hobart Road	Front Street N to 2nd Avenue / Minor Arterial	LU=Higher Density Residential link to Olde Town; RC=Link to Issaquah Hobart and points south	Mid Term (2009-2012)	2012: (Earliest year – past 2011 horizon of current TIP) Re-establish bike lane striping
B 7	W. Lake Samm. Pkwy	SR900 to Pre-Greenwood Point West City Limits / Principal Arterial	LU=Commercial/Office, Park; RC=Link to Greenwood Point and Bellevue	Short Term (2006-2008)	NS: Dependent on roadway project not in current TIP

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
B 8	SR900 North	SE 56th to Newport Way / Principal Arterial	LU=Commercial/Office, Transit Center, links to Talus and Newport/I-90 subareas; RC=Link to Renton	Mid Term (2009-2012)	2007: Design I-90 non-motorized crossing between I-90 eastbound ramp and 12 th Ave/NW Sam. Rd. 2008: Construct I-90 non-motorized crossing 2012: (Earliest year – past 2011 horizon of current TIP) Design road project from Maple to Gilman, consider bike lanes
B 9	SR900 Middle	Newport Way to Talus Drive / Principal Arterial	LU=Talus, Park, Transit Center, otherwise Lower Density Residential; RC=Link to Renton	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B10	5th Avenue NW	Juniper to Holly / Local	LU=Mixed Density Residential, links to School	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B11	Dogwood	Newport Way to Rainier Blvd / Local	LU=Mixed Density Residential, links Olde Town to Gilman subarea	Mid Term (2009-2012)	(Expedited due to needed bridge project) 2005: Community design meetings 2006: Right of way acquisition 2007: Construction
B12	Mt. Olympus Drive	12th Avenue to Mountainside Drive / Collector	LU=Lower Density Residential	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B13	Mountain- side Drive	Mt. Olympus Drive to Squak Mountain Loop / Collector	LU=Lower Density Residential	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
B14	Mountain Park Blvd	Mountainside Drive to Newport Way / Collector	LU=Lower Density Residential	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B15	Wildwood Blvd/SW Forest Dr/Mine Hill Road	Mountainside Drive to Newport Way / Collector	LU=Lower Density Residential	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B16	2nd Avenue SE	Sunset to Issaquah-Hobart Road / Collector	LU=Lower Density Residential, Schools RC=Issaquah Hobart and points south	Short Term (2006-2008)	NS: Dependent on roadway project not in current TIP
B17	SE 43rd/SE 228th	City limit to East Lake Sammamish Parkway / Principal Arterial	LU=Providence Point (Higher Density Residential), College RC=Sammamish	Long Term (2013-2026)	(Expedited due to Providence Pt. study) 2007: Design Providence Pt. ped over-crossing 2008: Construct Providence Pt. ped over-crossing 2007: Design of bike lanes to Providence Pt. entry 2008: Construct bike lanes to Providence Pt. entry
B18	Newport Way	Sunset to Front / Minor Arterial	LU=Higher Density Residential, Hatchery, links to Schools, Community Center; RC=Link to Issaquah Hobart and points south	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B19	SE 54th	City Limits to Newport Way / Local	LU=Lower Density Residential	Long Term (2013-2026)	NS: Beyond time horizon of current TIP

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
B20	Multi-Use Path/12th Ave NW	Pickering Trail to SE56th / Collector	LU=Major Commercial Area	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B21	Issaquah-Pine Lake Road	Issaquah-Fall City Rd to North City Limits / Principal Arterial	LU=Mixed Density Residential RC=Sammamish, Klahanie	Long Term (2013-2026)	2012: Design road project, consider bike lane
B22	Issaquah-Fall City Road	E Lake Sammamish Pkwy to Black Nugget Road / Principal Arterial	LU=High Density Residential, Office, Major Commercial Area; RC=Sammamish, Klahanie	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B23	Gilman	SR900 to 12 th / Minor Arterial	LU=Major Commercial Corridor; RC=possible route to High Point Trail	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B24	Dogwood	Front Street to 3rd Ave NE / Collector	LU=Mixed Density Residential	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B25	3rd Ave NE	Gilman to Sunset / Minor Arterial	LU=Mixed Density Residential, Office	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B26	East Lake Sammamish Parkway	IFCR to I-90 / Principal Arterial	LU=Major Commercial Area, 1 of 4 north-south connections RC=same	Mid Term (2009-2012)	2010: Design of bike lanes with roadway project 2011: Construction with roadway project
B27	Sunset Way	Rainier Trail to SPAR/Sunset Interchange / Minor Arterial	LU=Olde Town, Mixed Density Residential, City Hall, primary link to Highlands RC= Sammamish	Long Term (2013-2026)	2009: Design of roadway project with multi-use trail, evaluation pending 2011: Construction of roadway project

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

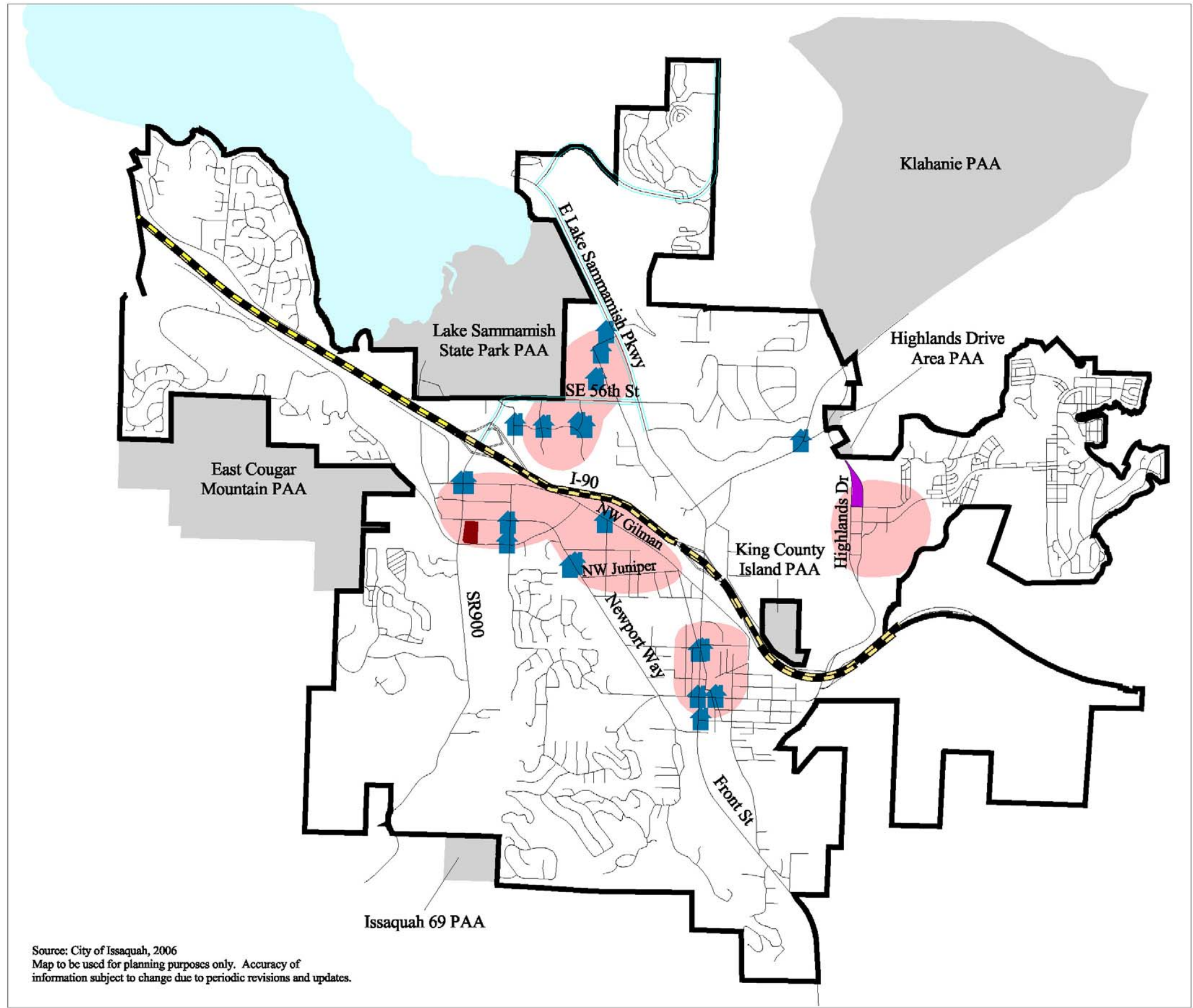
#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
B28	SR900 South	Talus Drive to South City Limits / Principal Arterial	LU=Talus, Low Density Residential, Open Space RC=Renton, May Valley	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B29	Issaquah-Hobart Road	2nd Avenue to South City Limits / Minor Arterial	LU=Mixed Density Residential; RC=1of2 southern regional connections	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B30	Newport Way Extension	Completion to West City Limits / Minor Arterial	LU=Residential, some higher density; RC=Link to Factoria & Lakemont	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B31	W. Lk. Samm. Pkwy Extension	Completion to West City Limits / Minor Arterial	LU=Lower to Mid Density Residential; RC=Link to Greenwood Point and Bellevue	Mid Term (2009-2012)	NS: Dependent on roadway project not in current TIP
B32	I-90 Crossing	Gilman Blvd. to 221 st Place / Minor Arterial	LU=Commercial RC=Sammamish	Mid Term (2009-2012)	2006: Design roadway, including non-motorized 2008: Construct roadway, inc. non-motorized
B33	East Lake Sammamish Parkway	SE 56 th to Issaquah-Fall City Rd / Principal Arterial	LU= Commercial RC=Sammamish	Long Term (2013-2026)	2010: Design roadway project, with bike lanes 2011: Construct roadway project, w/ bike lanes
B34	East Lake Sammamish Parkway	SE 43rd to SE 56 th / Principal Arterial	LU= Commercial RC=Sammamish	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
B35	SE Bypass	S. Front / Issaquah-Hobart Rd. to I-90 Principal Arterial	LU= Residential, School RC=Issaquah-Hobart	Short Term (2006-2008)	2007: Final design roadway project, inc. non-motorized 2009: Construct roadway w/ non-motorized

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
T1	East Plateau Connector Trail	228th to E Lake Sammamish Pkwy Trail / NA	LU=Higher Density Residential, Vacant; RC=Sammamish	Short Term (2006-2008)	2006: Mallard Bay development agreement 2008: Mallard Bay construction with trail
T2	NW Juniper Street	Newport Way to Rainier Blvd Collector / NA	LU=Mixed Density Residential, Gilman Village	Mid Term (2009-2012)	2007: Design multipurpose trail 2009: Construct multipurpose trail
T3	I-90 Trail/ Issaquah-High Point Regional Trail	E Lake Sammamish Pkwy to Highlands Dr Trail / NA	LU=Mixed Density Residential, Commercial/Office, Open Space, Highlands; RC=High Point	Short Term (2006-2008)	2007: Construct trail segment
T4	Cedar River/Lake Sammamish Regional Trail	Newport Way to South City Limits / NA	LU=Talus (if connected), Lower Density Residential, Park, Transit Center; RC=May Valley, Renton	Long Term (2013-2026)	NS: Beyond time horizon of current TIP
T5	Central Park/Issaquah Highlands Trail	Full length of Issaquah Highlands/ North City Limits to South City Limits / NA	LU=Mixed Density Residential, Commercial/Office, Open Space, Highlands; RC=High Point	Short Term (2006-2008)	
T6	Rainier Trail	Juniper to Rainier Bridge/ NA	LU=Mixed Density Residential, Commercial/Office RC=E Lake Sammamish Trail	Short Term (2006-2008)	2007: Construct section from Juniper to Rainier Bridge
PAA-B1	IFCR PAA Extension	East City Limits to SE 32nd Way / NA	LU=Lower to Mixed Density Residential, some Commercial in Klahanie; RC=Klahanie, Sammamish	Long Term (2013-2026)	NS: No annexation plans at this time; road improvements subject of discussion with King County and Sammamish

Appendix C. 20-Year Existing and Proposed Nonmotorized Corridors

#	Project Name	Location / Roadway Classification	Linkage Description (LU=Land Use Link; RC=Regional Link)	Comprehensive Plan Priority	Implementation Actions
PAA-B2	E. Cougar PAA Ext.	City limits to new west City Limits / NA	LU=Lower Density Residential	Long Term (2013-2026)	NS: No annexation plans at this time



LEGEND

- I-90 High Capacity Transit (Regional Plan)
- New Bus Shelters (ST-6)
- New HOV Lanes (MT-4)
- Potential Pedestrian Emphasis Districts (ST-4)
- Issaquah Highlands Park & Ride
- Future Transit Center
- City Limits
- Potential Annexation Areas

Refer to the Transportation Element Background, Volume 2 for the complete list of 20-Year Transit Projects and Programs.



FIGURE 22
20-Year Transit and Transit Supportive Projects and Programs

Source: City of Issaquah, 2006
 Map to be used for planning purposes only. Accuracy of information subject to change due to periodic revisions and updates.

Effective Date: 12/04/06
 Ord: 2474

Appendix D. 20-YEAR TRANSIT AND TRANSIT ORIENTED PROJECTS AND PROGRAMS MAP AND MATRIX

20-Year Transit and Transit Supportive Projects and Programs (through 2022)

Short Term Plan (0-2-year)	
#	Transit Project/Program Description
ST-1	Dedicated Budget: Ordinance to create a dedicated fund supported by new and/or re-allocated funding sources for expanded transportation demand management activities.
ST-2	Impact Fees: Amend Transportation Impact Fees to account for inflation, relationship to other jurisdiction's fee levels, etc.
ST-3	Interlocal Agreements: Formalize ongoing cooperative transportation efforts w/ adjacent jurisdictions to include interlocal agreements; reciprocal Transportation Impact Fees; planning; projects; etc..
ST-4	<p>Pedestrian Emphasis Districts (PEDs): These are intended to be places where land use, transportation services and amenities are designed and oriented to prioritize, support and foster walking as a viable transportation mode. PEDs are viewed as areas with increased transportation options and therefore would not exclude motorized options. Incentives to help create PEDs may include:</p> <ul style="list-style-type: none"> • Regulatory incentives such as impervious surface, concurrency levels. • Consideration of housing tax incentive available in State law. • Designation as a Transfer of Development Rights (TDR) Receiving Site. <p>Within these pedestrian districts, priority shall be given to ensuring safe, creative and unimpeded circulation, access and travel for the pedestrian.</p> <ul style="list-style-type: none"> • The City's trail systems should connect and link to these PEDs whenever feasible. • Such districts should be designated as priority receiving sites for any additional density and/or development generated by the proposed TDR Program. <p>Related code amendments and design standards should also ensure new and redeveloped commercial areas are more pedestrian-friendly and pedestrian-safe citywide</p>
ST-5	Revise TMP Ordinance: Make revisions to appropriate portions of Land Use Code to further encourage use of Transportation Management Plans in association with approval of individual developments. Include consideration of services such as Flex Car.

Appendix D. 20-YEAR TRANSIT AND TRANSIT ORIENTED PROJECTS AND PROGRAMS MAP AND MATRIX

Short Term Plan (0-2-year)	
#	Transit Project/Program Description
ST-6	<p>Transit Implementation: Begin implementation of Transit Needs Study:</p> <ul style="list-style-type: none"> A) Increased Transit Service B) Facilities (does not include Satellite P&R) C) Marketing D) Transit Street Designations: Establish transit street designations to help guide land use and capital investments. <p>(see Transit Needs Study for details on each of these recommendations)</p>
ST-7	<p>Schools: Work with schools on an ongoing basis to decrease SOV use & encourage student use of school buses and/or transit. Should include provision for using Metro service for older students. Also work on related parking issues.</p>
ST-8	<p>CTR Threshold: a) Commute Trip Reduction Program for additional employers (lower threshold to 80 employees) and b)work with community leaders to provide funding to administer additional employers</p>
ST-9	<p>Transit Promotion & Incentives: Convenient and easy access to bus information and purchase of bus passes around the city, including a Rideshare homepage/link on the City website. This would help create an Issaquah version of Redmond's R-TRIP, a program to reduce stress for Redmond commuters by offering both assistance in finding & incentives for using transportation alternatives. R-TRIP is provided through a partnership program with Metro & the Greater Redmond Transportation Management Association. Consider including promotional partnership with services such as Flex Car. Also conduct periodic surveys, whether by one of the transit agencies, the City, or in partnership to gain ongoing insight into ridership and desired services.</p>
ST-10	<p>Street Standards: Pursue amendments to the Comprehensive Plan and/or Street Standards that further support pedestrian, bicycle, and transit mobility and allow for alternative designs.</p>

Mid Term Plan (3-6-year)	
#	Transit Project/Program
MT-1	<p>Schools: Continue to work with school district on transportation issues</p>
MT-2	<p>Vanpools in Villages: Promote and assist creation of new vanpools in the Urban Villages. Include analysis of parking needs for vanpools to further promote their use.</p>
MT-3	<p>Interlocal Plans & Agreements: Expand on interlocal agreements and participate in interlocal planning to further address pass-through traffic issues, include study of potential incentives, disincentives, cost-sharing and joint projects.</p>
MT-4	<p>HOV Lanes:</p> <ol style="list-style-type: none"> 1. Determine the carrying capacity of current HOV assets;

Appendix D. 20-YEAR TRANSIT AND TRANSIT ORIENTED PROJECTS AND PROGRAMS MAP AND MATRIX

Mid Term Plan (3-6-year)	
#	Transit Project/Program
	<ol style="list-style-type: none"> 2. Monitor lane use to determine whether these HOV use goals and objectives are met; 3. Establish goals and measurements to maximize their use and include satellite park and rides with HOV system; 4. Develop a plan to increase the number of HOV lanes in Issaquah.

Long Term Plan (7-20-years)	
#	Transit Project/Program
LT-1	Park Links: Linkages between City parks by trails, sidewalks, and pathways for safe, pedestrian, bicycle, and other non-motorized access
LT-2	Bike Friendly Community: Work toward the goals and objectives of Bike Friendly Community, including: <ol style="list-style-type: none"> 1. linking bike lanes and bike paths around the City for safe biking access; 2. Provide Bike Facilities: a) provide more bike racks and bike lock-ups around town; b) find creative financing for non-motorized amenities; 3. Inventory bike amenities; 4. Adopt Urban Trails Plan; 5. Establish venue for public involvement, (such as Park Board, Non-Motorized Group); 6. Establish/enhance education & promotion; 7. Designate community bike coordinator
LT-3	Parking Lot Conversions: Conversion of acres of open, level parking lots in retail areas into parking under housing along main corridors, with multi-modal opportunities present. May include consideration of housing tax incentive available in State law.
LT-4	Private Parking Reorganization: Work with Chamber & Downtown Issaquah Association to consolidate private parking for commercial areas into shared parking that is better utilized
LT-5	HOV: Prioritize city transportation funds and programs that produce measurable increases in HOV use over time.

Future Vision (Beyond Long Term: 21+ years)	
#	Transit Project/Program
FV-1	Light Rail: Light rail along I-90 corridor from Bellevue to Issaquah ST Link Light Rail to Seattle <i>(Destination 2030 HCT-High Capacity Transit extension, Phase 3, Segment C)</i> Plan for where the best Issaquah stop is along our I-90 corridor options, and how to best get people from the Issaquah stop into Issaquah

Appendix E. KING COUNTY METRO LETTER OF COMMITMENT FOR CONTRACT SERVICES



King County

Department of Transportation
Metro Transit Division
Service Planning

201 South Jackson Street
M.S. KSC-TR-0422
Seattle, WA 98104-3856

September 4, 2007

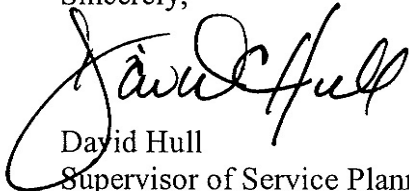
Christen Leeson
City of Issaquah
1775 12th Avenue NW
Issaquah, WA 98027

Dear Ms. Leeson:

This letter is to confirm that Metro Transit is working with City of Issaquah staff, and with Port Blakely, on identifying a possible partnership between all three parties to extend Route 200 service to and into the Issaquah Highlands. The King County Metro Transit Partnership Program requires all prospective partners to submit formal proposals by October 1 of this year. We are certain that Issaquah intends to submit such a proposal for Route 200, and we are currently working with city staff to flesh out the service details of this planned funding proposal. The October 1, 2007 proposal letter will commit the city and Port Blakely to the project. Since the partnership would also require a commitment on the part of King County, we anticipate that King County Council will take action later this calendar year to view and approve, and to commit to submitted partnership proposals. At that time we also expect such commitment to include a schedule indicating when each planned partnership would be implemented over the next ten years.

I trust this information proves useful in reporting the city's CTR planning efforts.

Sincerely,



David Hull
Supervisor of Service Planning

cc: Jim Arrowsmith, Transportation Planner, Service Planning, Service Development,
Department of Transportation
✓ Mary Joe de Beck, RCO/Resource Conservation Coordinator, City of Issaquah